

Case Creation Option

Case "10709268" already exists. Please overwrite it or cancel the operation.

The Contents of Case "10709268"

Qnum	Query	DB Name	Thesaurus	Operator
Q1	6810310.pn.	USPT	ASSIGNEE	OR
Q2	(auto adj pilot\$) or "auto-pilot"	PGPB,USPT,EPAB,JPAB,DWPI,TDBD	ASSIGNEE	OR
Q3	701/3,8,11,23- 25,36.ccls.	PGPB,USPT,EPAB,JPAB,DWPI,TDBD	ASSIGNEE	OR
Q4	Q3 and Q2	PGPB,USPT,EPAB,JPAB,DWPI,TDBD	ASSIGNEE	OR
Q5	Q4 and (air\$ and path\$)	PGPB,USPT,EPAB,JPAB,DWPI,TDBD	ASSIGNEE	OR
Q6	Q5 and 2ad<=20040426	PGPB,USPT,EPAB,JPAB,DWPI,TDBD	ASSIGNEE	OR
Q7	Q6 and hijack\$	PGPB,USPT,EPAB,JPAB,DWPI,TDBD	ASSIGNEE	OR
Q8	6739556.pn. or 6691956.pn. or 5933098.pn.	USPT	ASSIGNEE	OR
Q9	Q8 and Q4	USPT	ASSIGNEE	OR
Q10	Q8 and Q2	USPT	ASSIGNEE	OR
Q11	Q5 and @ad<=20040426	PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD	ASSIGNEE	OR
Q12	Q11 and (safe\$ with path\$)	PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD	ASSIGNEE	OR
Q13	Q12 and Q7	PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD	ASSIGNEE	OR
Q14	Q12 not Q13	PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD	ASSIGNEE	OR

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Search Results - Record(s) 1 through 5 of 5 returned.

1. Document ID: US 20030093187 A1

L16: Entry 1 of 5

File: PGPB

May 15, 2003

PGPUB-DOCUMENT-NUMBER: 20030093187

PGPUB-FILING-TYPE: new

DOCUMENT-IDENTIFIER: US 20030093187 A1

[0190] [0425] [0616] [0656] [0710]
TITLE: PFN/TRAC systemTM FAA upgrades for accountable remote and robotics control to stop the unauthorized use of aircraft and to improve equipment management and public safety in transportation

PUBLICATION-DATE: May 15, 2003

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY	RULE-47
Walker, Richard C.	Waldorf	MD	US	

US-CL-CURRENT: 701/1; 701/36

[Full](#) [Title](#) [Citation](#) [Front](#) [Review](#) [Classification](#) [Date](#) [Reference](#) [Sequences](#) [Attachments](#) [Claims](#) [KUMC](#) [Draw. De](#)

2. Document ID: US 6904341 B2

L16: Entry 2 of 5

File: USPT

Jun 7, 2005

US-PAT-NO: 6904341

DOCUMENT-IDENTIFIER: US 6904341 B2

TITLE: Integrated vessel monitoring and control system

[Full](#) [Title](#) [Citation](#) [Front](#) [Review](#) [Classification](#) [Date](#) [Reference](#) [Sequences](#) [Attachments](#) [Claims](#) [KUMC](#) [Draw. De](#)

3. Document ID: US 6842672 B1

L16: Entry 3 of 5

File: USPT

Jan 11, 2005

US-PAT-NO: 6842672

DOCUMENT-IDENTIFIER: US 6842672 B1

TITLE: Cockpit instrument panel systems and methods with redundant flight data display

[Full](#) | [Title](#) | [Citation](#) | [Front](#) | [Review](#) | [Classification](#) | [Date](#) | [Reference](#) | [Claims](#) | [KMC](#) | [Draw. De](#)

4. Document ID: US 6810310 B1

L16: Entry 4 of 5

File: USPT

Oct 26, 2004

US-PAT-NO: 6810310

DOCUMENT-IDENTIFIER: US 6810310 B1

TITLE: Anti-terrorist aircraft pilot sensor system and method

[Full](#) | [Title](#) | [Citation](#) | [Front](#) | [Review](#) | [Classification](#) | [Date](#) | [Reference](#) | [Claims](#) | [KMC](#) | [Draw. De](#)

5. Document ID: US 6542796 B1

L16: Entry 5 of 5

File: USPT

Apr 1, 2003

US-PAT-NO: 6542796

DOCUMENT-IDENTIFIER: US 6542796 B1

TITLE: Methods and apparatus for integrating, organizing, and accessing flight planning and other data on multifunction cockpit displays

[Full](#) | [Title](#) | [Citation](#) | [Front](#) | [Review](#) | [Classification](#) | [Date](#) | [Reference](#) | [Claims](#) | [KMC](#) | [Draw. De](#)

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5

Display Format: [Change Format](#)

[Previous Page](#)

[Next Page](#)

[Go to Doc#](#)

[First Hit](#) [Fwd Refs](#)[Previous Doc](#) [Next Doc](#) [Go to Doc#](#)
 [Generate Collection](#) [Print](#)

L16: Entry 2 of 5

File: USPT

Jun 7, 2005

US-PAT-NO: 6904341

DOCUMENT-IDENTIFIER: US 6904341 B2

TITLE: Integrated vessel monitoring and control system

DATE-ISSUED: June 7, 2005

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Kish; Loretta Ann	Melbourne	FL		
McBryde; Lamar Graham	Palm Bay	FL		

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE CODE
Sea-Watch Technologies, Inc.	Melbourne	FL			02

APPL-NO: 10/ 460062 [PALM]

DATE FILED: June 12, 2003

PARENT-CASE:

In accordance with 35 U.S.C. 119(e), the present application claims the benefit of the earlier filed provisional patent application entitled, "Integrated Vessel Monitoring and Control System", filed on Jun. 12, 2002, and assigned application Ser. No. 60/388,572.

INT-CL: [07] H04N00718, G06F00700

US-CL-ISSUED: 701/21; 701/1, 701/24, 348/143, 348/148, 342/352

US-CL-CURRENT: 701/21; 342/352, 348/143, 348/148, 701/1, 701/24

FIELD-OF-SEARCH: 701/21, 701/1, 701/12, 701/24, 701/29, 701/32, 701/34, 340/438, 340/439, 340/539.16, 348/143, 348/148, 342/357.1, 342/352

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

 [Search Selected](#) [Search All](#) [Clear](#)

PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
<input type="checkbox"/> <u>5319698</u>	June 1994	Glidewell et al.	379/39
<input type="checkbox"/> <u>5610815</u>	March 1997	Gudat et al.	701/23
<input type="checkbox"/> <u>5777551</u>	July 1998	Hess	340/541

<input type="checkbox"/> <u>5809161</u>	September 1998	Auty et al.	382/104
<input type="checkbox"/> <u>5850180</u>	December 1998	Hess	340/541
<input type="checkbox"/> <u>6049273</u>	April 2000	Hess	340/539
<input type="checkbox"/> <u>6273771</u>	August 2001	Buckley et al.	440/84
<input type="checkbox"/> <u>6393347</u>	May 2002	Snyder et al.	701/35
<input type="checkbox"/> <u>6469641</u>	October 2002	Lash et al.	340/984
<input type="checkbox"/> <u>6484080</u>	November 2002	Breed	701/36
<input type="checkbox"/> <u>6697103</u>	February 2004	Fernandez et al.	348/143
<input type="checkbox"/> <u>2001/0024441</u>	September 2001	Bateman et al.	370/362
<input type="checkbox"/> <u>2002/0158776</u>	October 2002	Lash et al.	340/984
<input type="checkbox"/> <u>2003/0034882</u>	February 2003	Banerjee et al.	340/425.5

ART-UNIT: 3663

PRIMARY-EXAMINER: Black; Thomas G.

ASSISTANT-EXAMINER: Donnelly; Arthur D.

ATTY-AGENT-FIRM: DeAngelis, Jr.; John L. Beusse Brownlee Wolter Mora & Maire, P.A.

ABSTRACT:

A vessel monitoring and control system. Data indicative of operational conditions for vessel systems is transmitted from the vessel to one or more remote sites and commands are received from the one or more remote sites for controlling the vessel systems. Multiple transmitting and receiving components are available on the vessel for communicating with a variety of different communications systems at the remote sites.

39 Claims, 2 Drawing figures

[Previous Doc](#)

[Next Doc](#)

[Go to Doc#](#)

[First Hit](#) [Fwd Refs](#)[Previous Doc](#) [Next Doc](#) [Go to Doc#](#) [Generate Collection](#) [Print](#)

L16: Entry 2 of 5

File: USPT

Jun 7, 2005

DOCUMENT-IDENTIFIER: US 6904341 B2

TITLE: Integrated vessel monitoring and control system

Application Filing Date (1):

20030612

Detailed Description Text (23):

The main processor 12 bi-directionally communicates over the bus 26 with one or more serial communication ports 30 (only one shown in FIG. 1) for providing a signal path over a bus 31 (although only one bus 31 is shown, multiple such busses can also be utilized) to multiple components, as described below, of the integrated monitoring and control system 10. Exemplary technologies for the bus 31 comprise: Ethernet, Firewire, CAN (Controller Area Network), RS 232, 422 and 485. Also, in certain embodiments of the present invention the bus 31 comprises several different serial bus technologies supported by the serial communication ports 30. In yet another embodiment, devices illustrated as connected to one of the buses 26 or 31 can be connected to the other bus with the use of suitable interfacing hardware and software. Thus the configuration shown in FIG. 1 is merely one configuration for the various devices of the integrated monitoring and control system 10 and the vessel components with which it communicates. Other configurations, for example, can employ multiple diverse serial communications buses, depending on the hardware (and software) communications components available for connection to the buses, and further considering the cost, the ease of integration, the required data rate, and the anticipated quantity of data to be carried by the communications components.

Detailed Description Text (25):

The security and access control system 32 also comprises access control components. An individual gains access to the vessel only after providing unique identifying information to one of a plurality of access control sensors 35. The security and access control system 32 or the main processor 12 receive the supplied identifying information from one of the access sensors 35 for determining whether the individual is permitted aboard. The identifying information is processed by comparison with a database of authorized-user identification information, which can be provided in the form of a password, magnetic strip swipe card, fingerprints, or retinal scans. Once an individual is identified as an authorized vessel user, the security and access control system 32 permits vessel entry by unlocking access paths onto the vessel and into its various compartments. Thus the integrated monitoring and control system 10 implements a keyless entry process for the vessel.

Detailed Description Text (27):

The integrated monitoring and control system 10 provides multiple bi-directional communications paths for on-vessel and off-vessel communications during operation of the vessel and while the vessel is docked. A remote site 46 is representative of various remote sites that receive signals from and send signals to the communications components of the integrated monitoring and control system 10. The remote site 46 includes, for example, wired sites and wireless sites, further including Internet sites. Given the multiple available communications schemes, and the cost differential associated with sending and receiving data over the various communications paths, the main processor 12 selects an operative communications

system based on the nature of the data to be communicated, the cost effectiveness of each of the available systems, and the location of the vessel relative to the location of the remote site. The vessel communications devices carried by the vessel can be determined by the typical boating practices of the user. That is, if the vessel is used only on inland waterways near inhabited regions, then cellular communications should be sufficient for providing a continuous communications link from the vessel to the shore.

Detailed Description Text (29):

A cellular/POTS modem 47 (plain old telephone system) provides access to a wired landline telephone system, a paging system, the Internet and a cellular telephone network. The cellular/POTS modem 47 further comprises a DSL (digital subscriber line) or a conventional telephone modem for providing Internet access by the main processor 12 to call up web pages and provide e-mail services for the vessel users. When the vessel is docked and connected to a telephone landline, the POTS modem is operative to provide the communications path to the remote site 46. A cable television system modem can also provide Internet access on the vessel via the cable system connection of the video subsystem 23.

Detailed Description Text (58):

In response to commands received by the main processor from a remote site 46, (such as an email sent from the user's email program, received by the vessel via the cellular/POTS modem 47 and interpreted by the main processor 12) the vessel can be prepared in advance for the safety and comfort of the arriving passengers. For example, a received command is processed by the main processor 12 to activate vessel lights and a heating, ventilating and air conditioning system (HVAC) 64. On a fishing excursion, a remote command activates a refrigerated ice maker to ensure that sufficient ice will be available for storing the day's catch. Alternatively, the main processor 12 can be programmed in advance to automatically prepare the HVAC and lighting systems 64 for departure or arrival on a user-determined schedule. As described above, the lighting system can also serve as a visible alarm indicator to those proximate or on the vessel. For example, under control of the main processor 12, the lights can be toggled to signal an alarm condition. Hearing-impaired individuals can also be warned of alert conditions via the blinking lights.

Detailed Description Text (62):

In another embodiment, in lieu of the sensor concentrators 72, the vessel sensors are connected to the main processor 12 via a two wire system that both delivers power to the sensor and serves as a communications path for the sensor. Such a two wire system, which reduces the required wiring compared with the tangle of conductors present on most prior art vessels, is available from ED&D of Oviedo, Fla.

Detailed Description Paragraph Table (1):

Engine Systems: Water: Raw Water Temperature Oil: Temperature Closed Cooling Temperature Pressure Closed Coolant Level Transmission: Fluid Temperature Alternator: Volts and Amps Fluid Pressure Fluid Level Fuel: Fuel Flow/Consumption Exhaust: Temperature Back Pressure Engine: RPM Hour Meter Generator Systems: Water: Raw Water Temp Oil: Temp Closed Cooling Temp Pressure Closed Coolant Level Fuel: Fuel Flow/Consumption Exhaust: Temperature Back Pressure Power Output: Voltage Generator: RPM Amps Hour Meter Hertz Frequency Bilge Systems: Fuel Tanks: Fuel Level Water Tanks: Water Level Waste Water Tank: Water Level Bilge Pumps: Hour meter Sump water level Bilge water level Bilge Conditions: A/C-D/C: Converter Output Temperature (Volts and Amps) Fuel fumes System Hours on/off Carbon Monoxide Camera DC System: Battery Voltage Thrusters/ Unit Status (on/off) Battery Temperature Stabilizers Oil Level Water Maker: Unit Status (on/off) Bonding System: Status/effectiveness Running Gear: Rudder Position Trim Tab Position Running Angle Cabin Systems: AC Shore Power: Voltage Air Cond: Unit Status (on/off) Amps Cabin Temperature Hertz Output Air Temp Frequency Return Air Temp Reverse Polarity Water

Pressure Refrigerator: Unit Status (on/off) Security: Cameras Refrigerator temperature Entry Door/Hatches Freezer Temperature Cockpit/Decks Ice maker (on/off) Swim Platform Cabin Systems: Water System: Unit Status (on/off) Waste System: Unit Status (on/off) Water Pressure Tank Level Water Usage Cabin Temperature AC/DC Status (on/off) Condition: Carbon Monoxide Components: Voltage output Smoke Detector Current output Helm systems: Ignitions: Switch status (on/off) Radar Collision Warning/Night Vision Time on/off Navigation Systems: Water Depth Water Temperature Boat Speed GPS/Loran Radar Auto-Pilot

Current US Cross Reference Classification (5):
701/24

[Previous Doc](#)

[Next Doc](#)

[Go to Doc#](#)

[First Hit](#) [Fwd Refs](#)
[End of Result Set](#)

[Previous Doc](#) [Next Doc](#) [Go to Doc#](#)

[Generate Collection](#)

L10: Entry 1 of 1

File: USPT

Feb 17, 2004

US-PAT-NO: 6691956

DOCUMENT-IDENTIFIER: US 6691956 B1

TITLE: Airplane security system

DATE-ISSUED: February 17, 2004

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Waterman; Serville A.	Brooklyn	NY	11203	

APPL-NO: 10/ 189273 [PALM]

DATE FILED: July 3, 2002

INT-CL: [07] B64 C 13/00

US-CL-ISSUED: 244/189; 244/196

US-CL-CURRENT: 244/189; 244/196

FIELD-OF-SEARCH: 244/3.11, 244/3.14, 244/189, 244/196, 244/197

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
<input type="checkbox"/> <u>2620148</u>	December 1952	Baring-Gould et al.	244/189
<input type="checkbox"/> <u>2762992</u>	September 1956	Schmid	340/990
<input type="checkbox"/> <u>3082978</u>	March 1963	Smith et al.	244/197
<input type="checkbox"/> <u>5067674</u>	November 1991	Heyche et al.	244/190
<input type="checkbox"/> <u>2002/0035415</u>	March 2002	Gardner	701/3

ART-UNIT: 3643

PRIMARY-EXAMINER: Swiatek; Robert P.

ATTY-AGENT-FIRM: Schindler; Edwin D.

ABSTRACT:

An airplane security system, particularly for a commercial airliner, includes an on-board device for allowing a person not on-board the airplane to override an on-board piloting system for the airplane. This on-board device is used together with an off-board device for allowing the person not on-board the airplane to contact the on-board device for overriding the on-board piloting system. The person off-board the airplane can then utilize a device for directing a flight path for the airplane that would differ from the flight path originally intended by those on-board and piloting the airplane, including providing for the safe landing of the airplane.

12 Claims, 1 Drawing figures

[Previous Doc](#)

[Next Doc](#)

[Go to Doc#](#)

[First Hit](#)[Previous Doc](#)[Next Doc](#)[Go to Doc#](#) [Generate Collection](#) [Print](#)

L14: Entry 1 of 2

File: PGPB

Feb 20, 2003

PGPUB-DOCUMENT-NUMBER: 20030034902
PGPUB-FILING-TYPE: new
DOCUMENT-IDENTIFIER: US 20030034902 A1

TITLE: Automatic pilot control system (ACS) for GLOC and ILOC, with aircraft following systems

PUBLICATION-DATE: February 20, 2003

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY	RULE-47
Dickau, John Eugene	Edmonton		CA	

APPL-NO: 10/ 216389 [PALM]
DATE FILED: August 12, 2002

RELATED-US-APPL-DATA:

Application is a non-provisional-of-provisional application 60/312760, filed August 17, 2001,

INT-CL: [07] G08 B 21/00

US-CL-PUBLISHED: 340/945; 340/963, 340/669, 701/11, 701/14
US-CL-CURRENT: 340/945; 340/669, 340/963, 701/11, 701/14

REPRESENTATIVE-FIGURES: 1

ABSTRACT:

This invention describes a automatic pilot control system (ACS) that activates the automatic pilot, if the pilot does not respond to a gravity induced loss of consciousness (GLOC) alarm, or a injury induced loss of consciousness alarm (ILOC). If the pilot does not respond to audible and/or visible alarms, the automatic pilot control system (ACS), has a indication that the pilot is not in control of the aircraft, and the ACS activates the automatic pilot. The injured pilot (ILOC) alarm is activated when the aircraft has been damaged. The GLOC alarm is activated after a high acceleration (G) turn. The ACS may receive input about the physiological status of the pilot.

If the automatic pilot is unable to maintain stable flight and a ground impact is imminent, the ACS activates a visible and audible ejection (E) alarm. The pilot must respond to the E alarm, or the ACS activates the ejection seat.

The ACS may establish a communications link with pilots in the flight group, or on the ground. Another pilot in the flight group can instruct the automatic pilot of the aircraft with the unconscious or injured pilot to follow his aircraft to safety.

The ACS can provide medical treatment, or establish a communications link with a medical doctor, or medic, to assist the pilot in recovery from GLOC, or treat the pilots injuries.

CROSS REFERENCE TO RELATED APPLICATIONS

[0001] This application claims the priority benefit of U.S. Provisional Application No. 60/312,760 filed on Aug. 17, 2001.

[Previous Doc](#) [Next Doc](#) [Go to Doc#](#)

[First Hit](#) [Fwd Refs](#)[Previous Doc](#) [Next Doc](#) [Go to Doc#](#)
 [Generate Collection](#) [Print](#)

L8: Entry 1 of 3

File: USPT

May 25, 2004

US-PAT-NO: 6739556

DOCUMENT-IDENTIFIER: US 6739556 B1

TITLE: Method and apparatus for providing an aircraft emergency safety control system

DATE-ISSUED: May 25, 2004

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Langston; James Leland	Colorado Springs	CO		

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE CODE
Raytheon Company	Waltham	MA			02

APPL-NO: 10/ 300141 [PALM]

DATE FILED: November 20, 2002

INT-CL: [07] G05 D 1/10, B64 C 13/20

US-CL-ISSUED: 244/189

US-CL-CURRENT: 244/189

FIELD-OF-SEARCH: 244/3.11, 244/3.14, 244/76R, 244/189, 244/196, 244/197

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

 [Search Selected](#) [Search All](#) [Clear](#)

PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
<input type="checkbox"/> <u>2446149</u>	July 1948	Wells	91/33
<input type="checkbox"/> <u>2620148</u>	December 1952	Baring-Gould et al.	244/189
<input type="checkbox"/> <u>2709773</u>	May 1955	Getting et al.	318/16
<input type="checkbox"/> <u>3082978</u>	March 1963	Smith et al.	244/197
<input type="checkbox"/> <u>3564134</u>	February 1971	Rue et al.	348/39

ART-UNIT: 3643

PRIMARY-EXAMINER: Swiatek; Robert P.

ATTY-AGENT-FIRM: Daly, Crowley & Mofford, LLP.

ABSTRACT:

A method and apparatus for providing an Aircraft Emergency Safety Control System (AESCS) capable of regaining control of an aircraft that may have been lost due to incapacitation of the crew includes an airborne segment, a ground segment, and a communications segment wherein control of the aircraft is removed from the control of unauthorized person(s) onboard the aircraft, and the aircraft is directed to a destination that is considered a safe location for the aircraft given it's status, and to facilitate a reasonably safe emergency landing.

28 Claims, 3 Drawing figures

[Previous Doc](#)

[Next Doc](#)

[Go to Doc#](#)

[First Hit](#)[Previous Doc](#)[Next Doc](#)[Go to Doc#](#)[Generate Collection](#)[Print](#)

L7: Entry 1 of 3

File: PGPB

Dec 4, 2003

PGPUB-DOCUMENT-NUMBER: 20030225486
PGPUB-FILING-TYPE: new
DOCUMENT-IDENTIFIER: US 20030225486 A1

TITLE: Control system for air vehicle and corresponding method

PUBLICATION-DATE: December 4, 2003

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY	RULE-47
Mardirossian, Aris	Germantown	MD	US	

APPL-NO: 10/ 157013 [PALM]
DATE FILED: May 30, 2002

INT-CL: [07] G05 D 1/00

US-CL-PUBLISHED: 701/3; 701/4
US-CL-CURRENT: 701/3; 701/4

REPRESENTATIVE-FIGURES: 2

ABSTRACT:

A system and/or method is/are provided which reduces the likelihood of air vehicles being utilized by terrorists as weapons. In certain embodiments, when it is determined that the air vehicle is about to hit a designated structure (e.g., high-rise office building or apartment building, national monument, and/or government building), a controller automatically takes control of the air vehicle away from the pilot(s) and causes an automatic computerized pilot (auto-pilot) to take over control of the air vehicle and causes it to land at a selected airport and/or runway.

[Previous Doc](#)[Next Doc](#)[Go to Doc#](#)

[First Hit](#)[Previous Doc](#)[Next Doc](#)[Go to Doc#](#) [Generate Collection](#) [Print](#)

L7: Entry 2 of 3

File: PGPB

May 15, 2003

PGPUB-DOCUMENT-NUMBER: 20030093187
PGPUB-FILING-TYPE: new
DOCUMENT-IDENTIFIER: US 20030093187 A1

TITLE: PFN/TRAC system™ FAA upgrades for accountable remote and robotics control to stop the unauthorized use of aircraft and to improve equipment management and public safety in transportation

PUBLICATION-DATE: May 15, 2003

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY	RULE-47
Walker, Richard C.	Waldorf	MD	US	

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	COUNTRY	TYPE CODE
Kline & Walker, LLC	Potomac	MD		02

APPL-NO: 10/ 260525 [PALM]
DATE FILED: October 1, 2002

RELATED-US-APPL-DATA:

Application is a non-provisional-of-provisional application 60/325538, filed October 1, 2001,

Application is a non-provisional-of-provisional application 60/330085, filed October 19, 2001,

INT-CL: [07] G06 F 7/00

US-CL-PUBLISHED: 701/1; 701/36
US-CL-CURRENT: 701/1; 701/36

REPRESENTATIVE-FIGURES: 1

ABSTRACT:

This invention, a Protected Primary Focal Node PFN is a Trusted Remote Activity Controller TRAC and mobile communication router platform that provides accountable remote and robotics control to transportation vehicles by interfacing with the vehicles E/E systems. It connects each vehicle either on the earth's surface or near the earth's surface with application specific intranets for air, sea and land travel, via either host commercial servers or agency providers through wireless communication gateways and then further interfaces these vehicles in a larger machine messaging matrix via wireless and IP protocols to further coordinate movement assess and manage equipment use and impact on the world resources, societies infrastructure and the environment. This filing focuses directly on

PFN/TRAC System use to augment and upgrade public safety and security in the Airline Industry and restrict any unauthorized use of an aircraft. Additionally, this application and related filings teaches the PFN/TRAC System.TM. use for all vehicle platforms to increase safety and security in a free society like the United State of America. The other related filings instruct in the technology's use for robust and accountable remote control for personal applications, stationary equipment and standalone functions, and coordinates them and interfaces them within the communication matrix. The TRAC controller also performs translation and repeating functions across a wide variety of communication protocols to complete a more mobile flexible matrix or web. This connected communication matrix of computers and humans provides an enhanced Human Machine Interfacing HMI scenario both locally and systemically in real-time for improve equipment management and world stability.

RELATED APPLICATIONS

[0001] This application claims priority from U.S. Provisional Patent Application No. 60/325,538 filed Oct. 1, 2001 and U.S. Provisional Patent Application No. 60/330,085, filed Oct. 19, 2001.

[0002] This application is related to U.S. Patent Application No. 60/330,088, filed Oct. 19, 2000; No. 60/200,872, filed May 1, 2000; No. 60/176,818, filed Jan. 19, 2000; No. 60/139,759, filed Jun. 15, 1999; No. 60/140,029, filed Jun. 18, 1998; Ser. No. 08/975,140, filed Nov. 20, 1997; PCT Application No. PCT/US 97/21516, filed Nov. 24, 1997 and No. 60/032,217, filed on Dec. 2, 1996, all of which are hereby incorporated by reference.

[Previous Doc](#)[Next Doc](#)[Go to Doc#](#)

[First Hit](#) [Fwd Refs](#)
[End of Result Set](#)

[Previous Doc](#) [Next Doc](#) [Go to Doc#](#)

[Generate Collection](#) [Print](#)

L7: Entry 3 of 3

File: USPT

May 4, 2004

US-PAT-NO: 6732022

DOCUMENT-IDENTIFIER: US 6732022 B2

TITLE: Control system for air vehicle and corresponding method

DATE-ISSUED: May 4, 2004

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Mardirossian; Aris	Germantown	MD		

ASSIGNEE-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY	TYPE CODE
Technology Patents, LLC	Derwood	MD			02

APPL-NO: 10/ 157013 [\[PALM\]](#)

DATE FILED: May 30, 2002

INT-CL: [07] [G05](#) [D 1/00](#), [G06](#) [F 7/00](#)

US-CL-ISSUED: 701/3; 701/9, 701/14, 701/301, 340/541, 340/963, 342/30, 342/357.09

US-CL-CURRENT: [701/3](#); [340/541](#), [340/963](#), [342/30](#), [342/357.09](#), [701/14](#), [701/301](#), [701/9](#)

FIELD-OF-SEARCH: 701/3, 701/14, 701/4, 701/9, 701/11, 701/16, 701/23, 701/24, 701/120-122, 701/300-302, 701/35, 455/66.1, 455/431, 455/456.1, 340/943, 340/961, 340/963, 340/825.69, 340/539.1, 340/947, 340/973, 340/531, 340/532, 340/539.13, 340/539.22, 340/540, 340/541, 703/217, 703/227, 703/230, 703/249, 342/29, 342/30, 342/32, 342/36-38, 342/357.01, 342/357.06, 342/357.07, 342/357.09, 342/357.13, 342/431

PRIOR-ART-DISCLOSED:

U.S. PATENT DOCUMENTS

[Search Selected](#) [Search All](#) [Clear](#)

PAT-NO	ISSUE-DATE	PATENTEE-NAME	US-CL
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4816828	March 1989	Feher	340/945
5283643	February 1994	Fujimoto	348/143
5414631	May 1995	Denoize et al.	701/301
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<input type="checkbox"/> <u>5467274</u>	November 1995	Vax	701/14
<input type="checkbox"/> <u>5548515</u>	August 1996	Pilley et al.	701/120
<input type="checkbox"/> <u>5714948</u>	February 1998	Farmakis et al.	340/961
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<input type="checkbox"/> <u>5890079</u>	March 1999	Levine	701/14
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<input type="checkbox"/> <u>6584383</u>	June 2003	Pippenger	701/3
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FOREIGN-PAT-NO	PUBN-DATE	COUNTRY	US-CL
19608516	September 1997	DE	

ART-UNIT: 3661

PRIMARY-EXAMINER: Louis-Jacques; Jacques H.

ATTY-AGENT-FIRM: Nixon & Vanderhye P.C.

ABSTRACT:

A system and/or method is/are provided which reduces the likelihood of air vehicles being utilized by terrorists as weapons. In certain embodiments, when it is determined that the air vehicle is about to hit a designated structure (e.g., high-rise office building or apartment building, national monument, and/or government building), a controller automatically takes control of the air vehicle away from the pilot(s) and causes an automatic computerized pilot (auto-pilot) to take over control of the air vehicle and causes it to land at a selected airport and/or runway.

4 Claims, 2 Drawing figures

[Previous Doc](#) [Next Doc](#) [Go to Doc#](#)